Design Principles

Performance Standards
Urban Design
Buildings
Landscape and Open Space
Transportation

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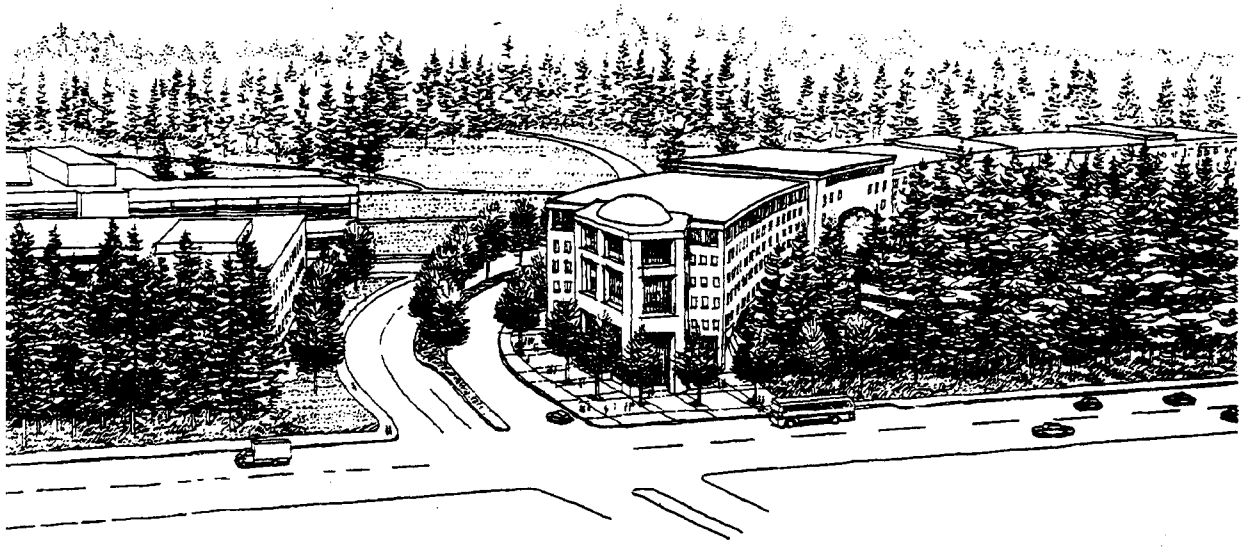
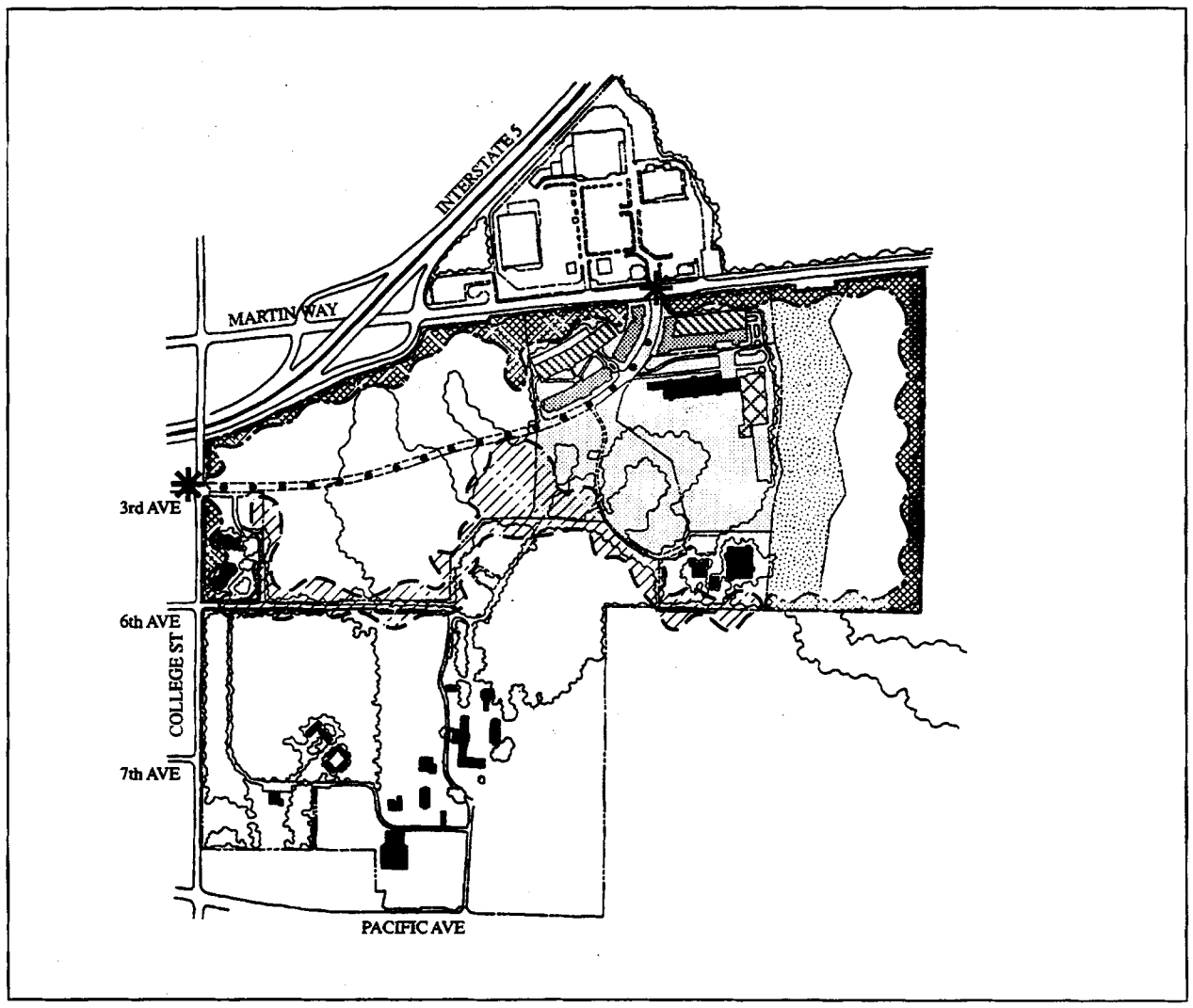




Performance Standards

St. Martin's Vicinity

500 ft 1500 ft 2500 ft

Lacey Campus

Campus Entrance

Forested Buffer

Wooded/Landscape Buffer

Woodland Creek Corridor

Desmond Drive/College Street Connection

Performance Standards

"Design Principles" set the intended purpose and character of the plan, rather than specific guidelines such as detailed dimensions or specific materials. Design Principles are expressed as performance standards - an expression of campus goals translated into principles for further design of the plan components. This definition is in part a result of negotiations between Saint Martin's Abbey and the state to arrive at mutually acceptable design standards which will mold both the campus and as yet to be determined adjoining development. Additionally, Saint Martin's Covenants, Conditions and Restrictions establish specific "Design Guidelines" for development within Saint Martin's Park, such as street profiles, walkway widths, building materials and landscaping.

The principles are consistent with development regulations of the city and the Design Guidelines for Saint Martin's Park. They are each followed by specific strategies for implementation and are listed under the following categories:

- Urban Design
- Buildings
- Landscape and Open Space
- Transportation

Urban Design

Urban design includes the relationships between buildings and outdoor spaces. On a larger scale, it considers the relation among the building clusters, wooded areas and meadows, and the neighboring community.

1. Retain the form of existing meadows and provide a buffer between Saint Martin's Abbey/College and the campus. Use the meadows as both a visual connection between the state campus and Saint Martin's campus, and as a buffer against intrusion of state campus activity and traffic into Saint Martin's Abbey and College.

    - Utilize the Department of Ecology Headquarters building as a cornerstone for development of the campus.

    - Maintain existing open meadows south of the roadway.

    - From the Ecology building intersection, continue the Desmond Drive/College Street connection alignment to the western edge of the site for future connection through the balance of Saint Martin's park to College Street.

    - There should be no new building development south of the Desmond Drive/College Street connection

    - Recognize the possibility that Abbot Raphael and Sawyer Halls could be redeveloped in future with the potential for enhancing campus function and capacity.

2. Encourage pedestrian movement among the buildings to the resident agencies and support spaces.

   - Emphasize the Desmond Drive/College Street connection as a pedestrian oriented environment, and as an edge that reinforces existing open meadows.

   - Place buildings in close proximity to streets, within the maximum setbacks under Saint Martin's Covenants.

   - Locate the buildings in close proximity to one another in the northern section of the campus.

   - Support public transit accessibility.

3. Use buildings to shape new open spaces.

   - Locate a new building north of the Department of Ecology building to complete the parkway arrival space.

     - This new building should be three to four stories in height to avoid dominating the trees. A setback from the drive equivalent to that of the Ecology building should be provided.

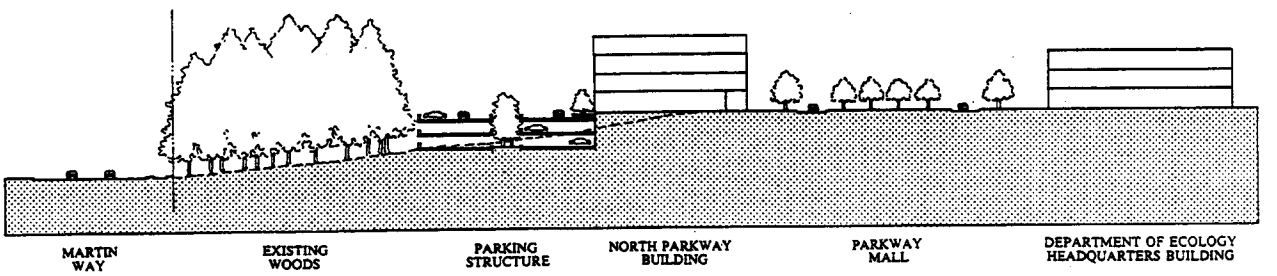
     - The building should extend the length of the site from Desmond Drive to the east edge of the Ecology building entry courtyard.

   - The West Buildings, adjoining the Desmond Drive/College Street connection should front the street, providing a continuous street wall from the intersection at Martin Way to the western edge of the campus, except for a street providing access to parking and service north of the building.

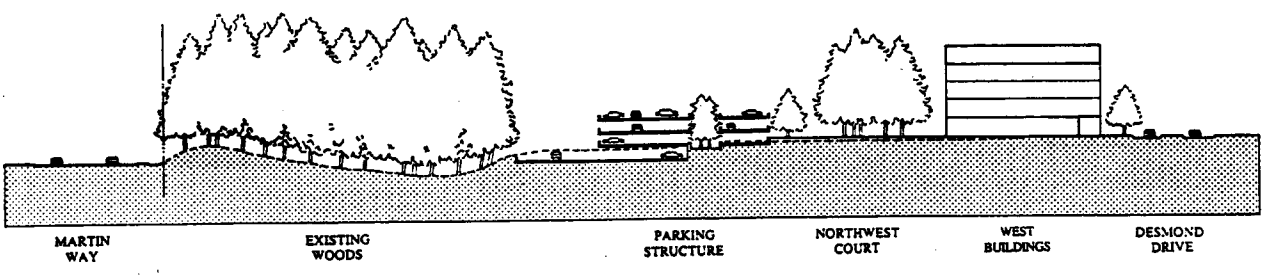
   - Buildings should be set back at least 25 feet from the Desmond Drive/ College Street connection, and should allow for potential transit pullouts. Pullouts will allow transit vehicles to make their stops clear of travel lanes providing safe and easy access for bus patrons.

4. The West Buildings should be a minimum of three stories in height and not more than six stories above the first floor elevation of the Department of Ecology Headquarters building. Massing should emphasize entry to the campus from the north and the west.

   - Locate structured parking to the north of the new buildings, out of view from the internal roadways and meadows.
   - Mitigate the height of parking structures by building them into the slope of the hill and stepping down toward Martin Way.
   - Provide support services on the ground floors of the buildings along both sides of Desmond Drive/College Street connection.



Site Section at Parkway Mall



Site Section at West Buildings

Buildings

1. Buildings should reinforce streets and open spaces for easy accessibility and to support pedestrian activity.

    - The West Buildings should have a continuous colonnade, loggia or other permanent pedestrian weather protection along the street.

    - Building entrances should be visible from the street. Porches, canopies, or other coverings should protect the entrances.

    - Transit lobbies should be an integral part of the buildings. The transit lobbies should be weather-protected, close to, and in full view of the street and transit pullouts. Transit lobbies should occur at appropriate intervals along the Desmond Drive/College Street connection and in a suitable location in the building north of the Department of Ecology Headquarters building.

    - Ground floors of the buildings should be more than 50 percent transparent. Mirrored or heavily-tinted glass should be avoided.

    - A maximum amount of support space is encouraged, at least to a level of approximately one percent of the total campus building area or 10,000 gross square feet.

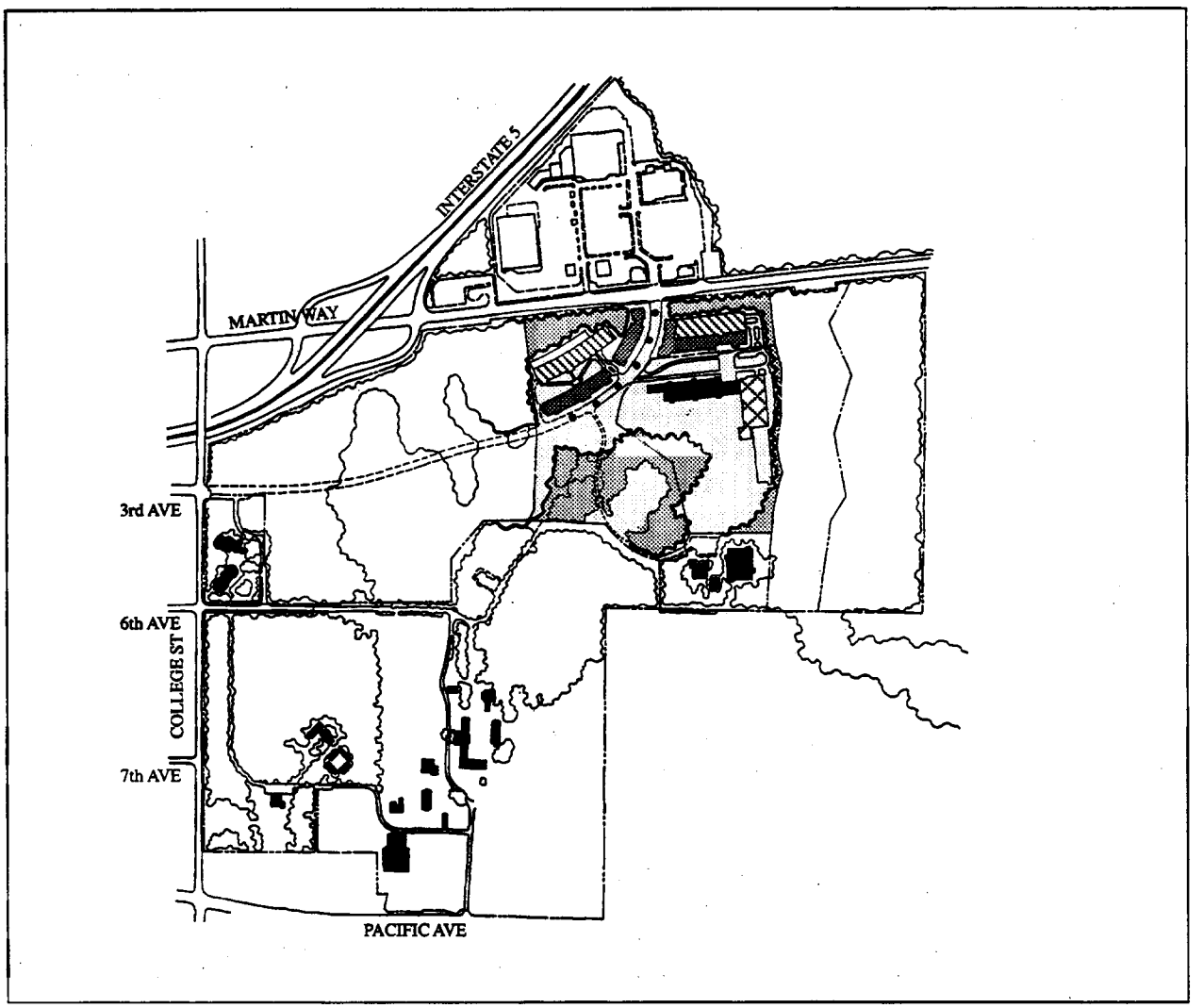
2. Conservation of natural resources and work environment safety should be basic considerations in the design of all elements of the Lacey campus.

    - Buildings should be designed to balance functions and conservation of materials incorporated within each design.

    - In operation of the facilities, consumption of energy and other consumable commodities should be minimized.

    - Building layout should facilitate effective collection and transfer of recyclable materials.

    - Selection of materials and building start-up and operation practices should be consistent with state guidelines regarding healthful workplace environments.



Landscape and Open Space

St. Martin's Vicinity

500 ft 1500 ft 2500 ft

Lacey Campus

Forest Edge

Proposed Road/Open Space Edge

Landscape and Open Space

1. Maintain a strong image of Saint Martin's Park as a natural environment for the campus.

   - Maintain a landscape consistency with the entire edge of Saint Martin's Park, preserving and augmenting existing landscape through maintenance and planting programs.

   - From outside the site, allow for specific views framing development, while screening views into parking, service areas, maintenance yards, etc.

   - Vary depth and density of planting along the edges, maintaining the informal nature of the site from within and allowing replanting programs which will maintain the health of the wooded areas. Edge planting should consist largely of evergreens. The north perimeter of the site should provide a buffer of existing trees, averaging 150 feet between new structures and Martin Way.

   - In landscape design, employ a professional habitat biologist and/or wildlife specialist in preparing planting and re-planting programs for the "ecotone," or edge/transition between habitat areas at building perimeters, and between other developed and undeveloped areas.

2. Within the site, maintain use of the forest as a natural buffer between building clusters.

   - Augment the forest buffers through maintenance and planting programs, particularly the ecotone.

   - Screen views and buffer uses incompatible with each other.

   - Plant selection should consists of approximately equal amounts of evergreen and deciduous materials.

3. Minimize the visual and physical impact on the historic open space of Saint Martin's Park.

   - At the interface between Saint Martin's Park/Abbey and the state campus, maintain existing trees, hedgerow and meadows to achieve the most effective buffer possible between the state campus and Saint Martin's Abbey and College.

   - Reinforce existing areas of trees and other growth where these have been thinned by development or other conditions.

   - Plant additional evergreen trees to reinforce existing hedgerow along 6th Avenue Southeast.

4. Desmond Drive/College Street Connection Corridor Treatment: Create a unified image of the corridor.

   - Limit the location of driveways to minimize views into parking lots.

   - Provide sidewalks and bike trails as part of the streetscape system.

   - Incorporate street trees and landscaped medians.

   - Use rolled curbs rather than vertical curbs and gutters.

   - Prepare and implement signage and street lighting design standards.

5. Open Space Management: Maintain character and function of open space system.

   - Use the open space/meadow as a central organizing element.

   - Employ selective pruning and thinning, as well as plant replacement to maintain the health and character of the meadow and ecotone system.

   - Utilize drought-resistant landscaping materials to conserve water.

   - Use periodic review and renewal of the landscape maintenance program by habitat and horticultural specialists.

   - Implement a reforestation and management program to enhance existing habitat resources.

6. Treat surface water compatibly with the campus landscape.

   - Design stormwater treatment for an attractive dry season appearance, and to harmonize with indigenous and planted landscape.

Transportation

Reduce the impacts from campus traffic on and off site. Minimize total parking and land consumed for parking.

1. Transportation Management/Public Transit

   - Promote incentives for transportation alternatives to single-occupant vehicles.

   - Provide pullouts for transit vehicles at transit lobbies. High Occupancy Vehicle (HOV) lanes are considered unnecessary for the Lacey campus. Pullouts will provide safe and easy access for bus patrons by allowing transit vehicles to stop clear of travel lanes.

   - Provide parking incentives for multi-occupant vehicles in reserved, protected areas near the buildings.

   - Provide safe, attractive and convenient pedestrian facilities compatible with transit usage.

2. Roadways

   - Design roadways to complement natural features and discourage through traffic.

   - Desmond Drive/College Street connection is to be designed to City and Saint Martin's standards which specify median, curb, gutter, walkways and landscaping zone. No parking is to be provided on Desmond Drive/College Street connection.

   - From Third Avenue Southeast, connection to Abbot Raphael and Sawyer Halls will be a two-lane feeder road, Desmond Drive, with a dedicated bicycle lane.

3. Parking
   - Provide for remote off-site parking in under-utilized areas in the Lacey area. Consider park-and-ride opportunities at off-site locations, including any future state industrial sites.

4. Pedestrian/Multi-purpose Pathways

   - Extend multi-purpose bicycle and pedestrian paths to connect with community system. Maintain the option of equestrian paths.

   - Provide covered, secure, and well-lit bicycle parking close to building entrances. Provide lockers and showers in buildings.